THE ALLEGED C., H. & D. DEAL

Harry Crawford, Sr., Says It Hasn't the Wherewith to Gobble the I., D. & W.

Already Loaded Down with Its Share of Poor-Paying Roads-The Pennsylvania May Put on a Five-Hour Train to Chicago.

Harry Crawford, sr., who is attorney for H. B. Hammond, president of the Indianapolis, Decatur & Western road, was in the city yesterday, and said: "I see that one of the Indianapolis papers is again selling the Indianapolis, Decatur & Western road to the Cincinnati, Hamilton & Dayton, but you can set this down: Many a Sunday will pass before the C., H. & D. owns or controls the I., D. & W. road. In the first place, the road is not for sale; if it was, the C., H. & D. has not got the money to purchase it. Then, some of the largest holders of the C., H. & D. securities have come to the conclusion that about enough poor roads have been added to the C., H. & D., which is a great railroad property, but cannot carry all the poor roads of Ohio, Indians and Illinois. It now has the Dayton & Ironton, the Dayton, Fort Wayne & Chicago, and within a few days will have the Cincinnati, Jackson & Mackinaw, and this is about as heavy a load as a road of the size of the C., H. & D. can carry and keep its head above water. No doubt the C., H. & D. would like to get the I., D. & W., but they have been pulling the wrong strings.' When asked if the programme of the C., H. & D., should it get hold of the I., D. & W. would not be to include the Terre Haute & Peoria and Iowa Central in the combine, he answered: "You can bet money that they won't get the road; if they did, doubtless your suggestion is a correct one."

High-Speeded Trains.

While it is unquestionably true that a higher speed has been attained on American than foreign roads by special trains, but one American road has as yet regular trains scheduled to run at as high a speed as those on some foreign roads-the New York Central, between New York and Buffalo. In confirmation of this statement the scheduled time of some of the express trains on foreign roads, taken from their time-tables, is here given: The fastest run, without stopping, is made on the Great Northern, of England, from Grantham to Retford; distance, thirty-three and a half miles; time, thirty-six minutes; velocity, fifty-five and a half miles an hour. The London & Northwestern makes the distance of seventy-five and a balf miles, from Rugby to Crewe, in one hour and twenty-five minutes, which is at the rate of fifty-three and a quarter miles an hour; and the Great Western attains to the same velocity (fifty-three and a quarter miles) in the longer run of seventy-seven and a quarter miles from Swindon to Paddington. The longest run without stop-ping is made on the Northeastern, between Newcastle and Edinburgh; distance, 1244 miles; time, two hours and fifty-three minutes; average velocity, forty-three miles an hour. The Caledonian runs a train from Carlisle to Edinburgh, one hundred miles, without stopping, in just two hours. But the Midland beats this, making an equal distance in its run from Seicester to St. Pancras in one hour and fifty-five minutes. In long runs, without stoppage, the best average speed is made by the same road, which carries the palm for velocity in short runs, viz.: The Great Northern, which will transport you from Grantham to King's Cross, 1054 miles, in one hour and fifty-seven minutes, which is at the rate of fifty-four miles an hour. The New York Central train alluded to in hee foregoing covers the 486 miles from New York to Buffalo in 426 minutes, which makes it a faster train than any one run over foreign roads on a regular time sched-ale. When the length of run, however, is taken into consideration, the Pennsylvania has several trains scheduled at a speed which equals that of many of the boasted fast trains of other countries, and a number of Western roads have schedules which, if the stops are taken out, show an average speed of forty-five to forty-seven miles an

The Pennsylvania's Fast Trains. Harry Miller, superintendent of the Louisville division of the Pennsylvania lines, was in the city yesterday, and when questioned as to the Pennsylvania Com-

pany shortening the running time of its express trains between Louisville and Chicago, he answered that such a thing was under consideration, and, if carried out as proposed, there will be fast trains in both directions. If scheduled, as talked of by the higher officials, the run between Louisville and Indianapolis will be made in two hours, between Indianapolis and Kokemo in one hour and twenty minutes, between Kokomo and Logansport in thirty minutes, between Logansport and Chicago in three hours, making the running time between Louisville and Chicago six hours and fifty minutes. When asked if he did not think the L., N. A. & C. would cut rates to offset their fast time, he answered that was no more than they were now doing; they had ample proof that the Monon was selling tickets between Louisville and Chicago at io, so that they could not make the matter any worse and get anything for carrying the business. He added that the Pennsylvania Company, with a twenty-mile shorter ronte, a number one track and first-class equipment, had become tired of carrying 37 per cent. of the business between Louis-

ville and Chicago.

The B. & O. and P. & W. Combine. A circular issued yesterday relative to the position of the Pittsburg & Western railway officials in connection with the B. & O. shows no radical changes. The officers are as follows: J. T. Odell general manager, Frank Harriott general freight traffic manager, Chas O. Scull general passenger agent and J. V. Patton general superintendent, his former title being that of general manager of the P. & W. His duties will practically be as heretofore. General Freight Agent W. S. Cromlish will retain his title, but be subordinate to the general traffic manager. General Passenger Agent U. W. Bassett will still have charge of the affairs of his department, but under the supervision of C. O. Scull, general passenger agent of the B. & O. system. Col. S. B. Dick, of Meadville, president of the Pittsburg, Shepango & Lake Erie, and J. T. Blair, of Greenville, general manager of the same road, visited General Manager Odell, of the B. & O., yesterday. Their road competes with the Pennsylvania lines in northwest Pennsylvania, and it is probable that a closer alliance with the B. & O. may be formed. The work of double tracking the Pittsburg & Western will be begun in the spring, and by fall the road-bed will be in proper con-

dition for carrying the B. & O. trains. The Wabash Pays Under Protest. The Wabash railway yesterday paid its tax to the Lafayette city treasurer, but accompanied the check with the following

letter from St. Louis: We remit herewith, and pay under protest, the whole amount due for the tax payable to your city by us as per the assessment made by the State Board of Tax Commissioners of Indiana, at their meeting in 1891, but we respectfully protest against the validity of said assessmen and all taxes levied against us in pursuance thereof, and in making this payment we reserve the right to sue for and recover said tax, or any part thereof which the courts may determine to

The amount paid in Lafayette is \$1,172.95; that in Tippecanoe county, \$6,950.11.

Methodist Conference Rate. Notice was given yesterday by Chairman Finley that the Western Passenger Association has agreed on arrangements for the quadrennial conference of the Methodist Episcopal Church at Omaha, which begins May 1 and continues four weeks. They consist of one lowest first-class fare for the round trip, the first sale of tickets to be made April 28 and the limit of extension

Refused a \$10,000 Job from McLeod. Superintendent of Motive Power F. D. Casanave, of the Pennsylvania's North- | doubtedly the best. Try it this season.

west system, returned to Fort Wayne yes-terday from Philadelphia, whither he went on the invitation of President Mc-Leod, of the Philadelphia & Reading road.
While in Philadelphia McLeod tendered
him the position of superintendent of
motive power of the Reading road at a salary of \$10,000 per year. Mr. Casanave stated last evening that the position had been offered him, but that he declined it for good reasons, which is understood to mean that the Pennsylvania Company offered him inducements to remain.

Two Quarreling Companies Rebuked. Chairman Finley, of the Western Passenger Association, submitted a decision yesterday in connection with charges preferred by the Chicago, Milwaukee & St. Paul against the Omaha road. The complaint was that the Omaha had cut the rates at St. Paul through dealings with ticket brokers and was maintaining more than one outside ticket office. Counter charges were made by the Omaha against the St. Paul for malicious prosecution and with extending the limits of tickets to take away the business of its competitors. The chairman found that the evidence did not sustain any of the charges and dismissed them all.

Personal, Local and General Notes. The business of the L., N. A. & C. out of Louisville in February last increased \$10,-472.40 over February, 1891. George Brecount, of Cincinnati, general

agent of the L., N. A. & C., was in the city y esterday on official business. John F. Miller, general superintendent of the Pennsylvania lines, (Southwestern

system) returned yesterday from a ten days' Southern pleasure trip. Chairman Donald, of the passenger department of the Central Traffic Association, has issued the call for the regular quarterly meeting, April 5, in Chicago.

The gross earnings of the Whitewater railroad for the last twelve months were \$30,212 in excess of the corresponding twelve months of the preceding year. W. H. Barnes, of New York, trustee, is

niling at the county-seats in the northern part of the State a mortgage for \$20,000,000 given by the Pennsylvania railroad com-The Wabash company is now working three hundred men in its shops at Fort

engines are usually undergoing general repairs. Anderson's Belt road is well advanced to-ward completion. It is said to be really a Pennsylvania institution, but promises to

Wayne. At these shops from seven to nine

be of great advantage to Anderson when E. A. Peck, general superintendent of the Big Four lines, is in New Castle to-day, ar-

ranging for running the trains of the Whitewater road to connect with those of the

The Ohio & Mississippi is to put on some vestibule trains between St. Louis and Cincinnati. The Pullman company is now building a number of coaches and parlor cars for these trains. J. A. Barnard, general manager of the

Peoria & Eastern, will occupy the rooms in the Union Station vacated by the mechanical engineer of the Big Four, which are the pleasantest in the building. The L., N. A. & C. has earned since Jan. 1. \$477,061; increase this year over the corresponding period of 1891, \$49,625. The C., C., C. & St. L. has earned since Jan. 1

\$2,370,690; increase this year, \$42,753. The L., N. A. & C. pays \$35,000 for the two dining cars which the Pullman company is building for its line, to run between Chicago and Louisville. This price in-cludes the entire equipment ready for serv-

The steam shovel and construction trains on the Louisville division of the Pennsylvania lines are in service day and night changing crews for night work, and rebal-lasting is going on at the rate of two miles

In the year ending March 1 the New York Central road was operated on 67.01 per cent. of its gross earnings, against 67.23 per cent. in the preceding year. The profits were 4.61 on the stock against 2.95 in the preceding year.

I. A. Sweigard has been appointed assistant general manager of the Philadelphia & Reading and the New Jersey Centraf road, in charge of the transportation department. He has under his supervision twenty-four divisions.

The Pittsburg, Fort Wayne & Chicago broke ground, this week, for a new passenger depot, to cost \$30,000, at Van Wert, O. The Cincinnati, Jackson & Mackinaw will probably make some arrangement to occupy it with the Pennsylvania Company.

The Mackey people will, as soon as the weather is suitable, begin the ballasting of the new portion of the Louisville, Evansville & St. Louis road between Mount Vernon, Ind., and Beliville, Ill. It will then have good track from Louisville to St.

E. P. Lord, superintendent of motive power, and F. G. Worthington, mechanical engineer of the Big Four, will next week begin to arrange for moving to Cincinnati. They, as well as Purchasing Agent Gharaghty, expect to be in their new quarters by April 5.

The Chicago & Grand Trunk was not represented at the meeting of the eastbound lines, vesterday, in Chicago, and the opportunity was not offered of inducing that road to withdraw from its position in regard to the absorption of switching and cartage charges in Chicago.

The Richmond extention of the Big Four will very probably leave the Whitewater railroad at or near Harrison. This route makes a much shorter line, although a little hilly the first ten miles. This line would be perfectly straight for thirty miles, and the distance from Cincinnati to Richmond sixty-five miles, ten miles shortthan the Panhandle line. Officials of the railway organizations say

there are no grounds for the item which is going the rounds to the effect that the railroad employes throughout this country contemplate making a united demand for more pay just previous to the opening of the world's fair. Seventy-five per cent. of the trainmen, for this is the class, if any, which is likely toask for more pay, are satistied with their present wages.

E. B. Thomas, when general manager of the Bee-line, gave division superintendents to understand that he did not wish freighttrain crews to run over 4,500 miles in any one month, taking the position that the safety of operating the road depended much on the number of hours of the twenty-four a man worked. Running 4,500 miles under the present scale of wages an engineer would make \$150, a fireman \$81, a conductor \$135 and a brakeman \$78 a

The subject of five-thousand-mile and week-end tickets will be taken up at the next meeting of the Western Passenger Association. The traveling salesmen ask that a five-thousand-mile ticket be sold to them flat at \$100, and also that Saturday night a one-cent-a-mile rate be given, good until Monday noon, which will enable. them to spend Sunday with their families. The representatives of the association state that, as a body, the traveling salesmen will agree to see that such concessions shall not be misused, and will make the abuse of such privileges sufficient grounds for expulsion from the association.

A FORTUNE LEFT HIM.

Charles W. Roberts, a Former Indianapolitan. Falls Heir to \$70,000.

Charles W. Roberts, who for four years was a resident of this city, and who, since he left here, has been a resident of Chicago, received a telegram yesterday morning, which brought unexpected, as well as good news. It was from attorneys in Los Angeles, Cal., stating that he was heir to one-third of an estate appraised at \$230,000 left him and two brothers by the death of a near relative. Prior to the receipt of the message Mr. Roberts had had no intimation that the fortune was to be his. Mr. Roberts is connected in business in Chicago with Sam T. Jack, the theatrical man-

Accused of Theft. Fred and Willi schstetter, who run saloon on We Wa ington street, are John Maloney, of Brownsburg, of \$12.50. They were released yesterday, on bond, to appear for a hearing

next Thursday. The arrests were made by patrolmen Thompson and Bolen. NEARLY every one needs a good spring medicine, and Hood's Sarsaparilla is un-

VERDICT OF ELEVEN JURORS. Peculiar Ending of the "Grave-Yard" Case of McDaniel Against Haines.

In the case of Josiah W. McDaniel, who sued Charles Haines for \$5,000 damages for the mutilation of his family burial plot in Pike township, this county, eleven of the jury agreed on \$10 damages for the plaintiff, but the twelfth, a man named Smith, hung, but upon the plaintiff and defendant agreeing to accept the verdict of the others it was brought in with the above result. Smith, it was afterward learned, wanted a verdict for Haines, the grave mutilator. The accepting of a verdict of part of a jury as a final verdict is quite an unbeard-

Foreign Will Filed. A certified copy of the will of Anna S. Fry, of Mobile county, Alabama, was filed for record with the Marion County Probate Court yesterday. The law provides that this must be done in every State and county in which the person making the will owns property. Mrs. Frey owns \$5,000 worth of real estate in Marion county.

Heavy Punishment. John Perkins, charged with stealing billiard balls, pleaded guilty in the Criminal Court, yesterday, and was sentenced to one year's imprisonment.

The Court Record. SUPREME COURT OPINIONS. 15487. I., D. & W. Railway Company vs. Wm. B, Hood et al. Vermillion C. C. Affirmed. Elliott, C. J.—In highway proceedings objections must appropriately be presented to the board of commissioners or they cannot be made available in the Circuit Court on appeal, and neglience of his attorney to remonstrate before the

board is neglience of the party. 15097. Wm. Yancey et al. vs. Wm. G. Thompson et al. Benton C. C. Reversed. Olds, J .- Under Section 3 of the act of 1885 in drainage proceedings new parties brought in by the report have the same rights as others would have at the same stage of the proceedings, and when the time had passed when a person whose lands were in fact described in the petition and who was in fact named in the petition to raise any objection to the petition, to missioners or for two-thirds of them to remonstrate and dismiss the petition, the new parties cannot raise those objections. 15557. Alfred Beaty vs. George A. Robertson et al. Jackson C. C. Affirmed. Miller, J.-In determining boundaries and amount of land in a fractional section of a township under government survey, where the field notes are inconsistent, the plat returned by the Surveyor-general controls. 15:57. David Reed vs. John E. Browning. Monroe C. C. Reversed. McBride, J .- A non-resident of the State whose presence in the State is purely voluntary and for the purpose of personal supervision of a business which he is conducting within the State is not exempt from service of process. 2. The averments of the complaint fail to connect the defendant with the alleged negligence by which plaintiff was injured, and the motion in arrest should have been

15928. Larue Heady vs. Charles Boden. Hamilton C. C. Transferred to Appellate Court.

APPELLATE COURT OPINIONS. 17. David Fogleman vs. Lewis Snively et al. Bartholomew C. C. Reversed. Black, J.—The moiety of proceeds of property held by entirety, belonging to the husband, may be subjected to judgment by his creditors under proceedings in attachment and garpishment. 523. Andrew J. Courtney vs. America Courtney. Switzerland C. C. Affirmed. Crumpacker, J.—Under Section 334, R. S., it was the intention of the Legislature to make the judgment of the court the consummating act of dismissal, and to leave in the court a general administrative power over the case until final judgment, such as is inherent in every court of general jurisdiction in pending proceedings. Courts not only have authority under such circumstances, but it is their duty, upon a proper showing, to protect the rights of third persons injuriously affected by the the vacation proceedings. All pro ceedings of a court are subject to review by its own authority while in fieri. The court had authority, after a written dismissal had been filed by plaintiff in divorce pro-

an order of allowance in such case, the order may be made and enforced even after reconciliation. 450. Isaae H. Lamar vs. Board, etc. Pike C. C. Reversed. Robinson, C. J.—The duty of rendering medical and surgical services required by prisoners in the county jail is imposed by statue upon the secretary of the county board of health, for which services he is to be compensated out of the county treasury as determined upon by the board of commissioners. When there is an emergency that it is necessary to employ a physician to save a prisoner's life, and the secretary's residence is too remote to secure him, the county is liable for the actual services of such physician employed by the jailer in such emergency.

ceedings, to enter an order requiring pay-

ment of attorney's fees. If services are

rendered by attorneys in anticipation of

398. William S. Vannatta vs. Michael Duffy. Benton C. C. Affirmed. Reinhard. J.—Misconduct of counsel in argument will not of itself be a sufficient reason for setting aside the verdict unless the defeated party has been injured by such misconduct through some ruling, or set, or conduct of the court. 511. Fort Wayne Land and Improvement Company vs. Manmee-avenne Gravel-road Company. Transferred. New. J.— When injunction relief is sought in addi-

tion to money recovery this court has no jurisdiction. Room 1-Hon. Napoleon B. Taylor, Judge. William Kline vs. Citizens' Street-railway Company; damages. On trial by jury.

Room 2-Hon. James W. Harper, Judge. Daniel M. Etchison vs. Eliza E. Dixon. Cause dismissed and costs paid. George Smith vs. New Year's Saving and oan Association et al.; suit on contract. Demand, \$500. Room 3-Hon. Lewis C. Walker, Judge.

Josiah W. McDaniel vs. Charles Hanes; damages. Jury returned verdict for plain-Thomas Ross vs. William H. Wisbard; complaint in replevin. Demand, \$200. No. 2.

CRIMINAL COURT. Hon. Millard F. Cox. Judge. State vs. - Ching, alias Fred Grant; petit larceny. Thirty days in jail. State vs. John Perkins; petit larceny. State prison one year.

CIRCUIT COURT. Hon. Edgar A. Brown, Judge. James Austin vs. Premier Steel Company; damages for personal injuries. Jury return verdict for plaintiff for \$1,000. Lucy A. Hoben vs. Thomas Hoben; divorce. Dismissed by plaintiff. J. A. Jontz vs. Timothy R. Fletcher's estate. Claim allowed by court for \$41.

THE PUZZLE DEPARTMENT.

[All communications intended for this department must be addressed to Will H. Graffam, West Scarborough, Me.] Answers to Puzzles. No. 3740- I N T O N

No. 3741-No. 3742-1. Soj. 2. Vesdre. 3. Wye. 4. Palar. 5. Napo. 6. Mayne. No. 3743.-Lathyrus.

Original Puzzles. NO. 3754-PROGRESSIVE ENIGMA. My 1, 2, 3 is a small mouthful. My 4, 5, 6, 7 is the poetical appellative of Ire-My S. 9, 10 is a number.

My whole is a curator. D. F. G. NO. 3755-PENTAGON. 1. A letter. 2. Perched. 3. Manifestations of grief. 4. Wandering. 5. One of the Nereids. 6. A kind of sailing vessel. 7. Direction-cards.

My 11, 12, 13 14 is indentation.

NO. 3756-AMPUTATIONS. 1. Behead and curtail a swamp and leave to become pale. 2. A wind instrument of music, and leave a liquor. 3. Stormy, and leave to inhume. 4. Parsimonious, and leave an empty solemn speech. 5. Spirited, and leave fortune. 6. Pithy, and leave a missile weapon of offease. NO. 3757-STAR.

1. A letter. 2. A musical syllable. 3. The in-



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and dyes are used. adt m DR. SIDNEY RINGER, Professor of Medicine at University College, London, and Physician to the College Hospital, perhaps the greatest English authority on the action of drugs, states in his "Handbook of Therapeutics" that "the sustained administration of alkalies and their carbonates renders the blood it is said, poorer in solids and in red corpuscles, and impairs the nutrition of the body." Of ammonia, carbonate of ammonia, and spirits of ammonia, he says: "These preparations have many properties in common with the alkaline, potash, and soda group. They possess a strong alkaline reaction, are freely soluble in water, have a high diffusion-power, and dissolve the animal textures. . . . If administered too long, they excite catarrh of the stomach and intestines."

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ADVERTISED LETTERS. The following is the list of letters remaining

unclaimed in the Indianapolis Postoffice Satur-day, March 19,1892. Please call for "Advertised Letters" and give the date of this list. Ladies' List. A-Atkins, Miss Florence; Aronal, Miss Mirt. B-Bart, Mrs. Cassie; Beavier, Mrs. John; Bowen,

O-Carver, Mrs. H. N.; Cassian, Miss Julia; Collins, Miss Gertie.
D-Donnelly, Susie.
E-Fagen, Bridget; Fagan, Miss B. M.; Eshmond, fiss Carra.

F-France, Miss Rena (3); Fetty, Mrs. Minnie;

H-Haynes, Miss Nellie (2); Haskell, Miss Emma. L-Lambert, Mrs. Nora; Loyd, Katie.

Mo-McCaferty, Mrs. Fred; McArty, Miss Mara.

M-Murphy, Miss Mandy; Miller, Mrs. M. J.; P-Pickett, Miss Grace; Porter, Miss Ida; Price,

Mrs. Nancy B.

R-Reed, Miss Mame; Roberson, Miss Cora.

S-Scope, Miss Amelia; Siddall, Miss Mary; Smith,
Mrs. Jesse; Sheery, Mrs. Henry; Smith, Miss Nellie; T-Tiner, Mrs. Elizabeth: Turner, Mrs. E. V-Vashinder, Miss Sida; Viell, Mary.
W-Wale, Mrs. Mary. Weaver, Miss Minnle;
White, Mrs. L. E.; Williams, Miss E.: Walden, Miss
Millie; Weight, Mrs. M. A.; Wieninger, Miss Tillie; Wittiner, Eliza.

Gentlemen's List. A-Amnious, James; Allen, John G.
B-Baker, Prof. M. W.: Benyas, Simon; Brown,
Jacob; Battnick, Wm.; Bingham, George W.; Burns,
Mort; Butler, chaire. C-Col ey, Clarence L.; Copsey, Frank; Conger, D-Dardwin, Dr. D. D.; Danffle, Fredrick; Downe, - Eckman, J.

E-Eckman, J.
F-Fay, P.; Fultz, O. L.
G-Gaelesberry, R. H.; Garland, W. D.
H-Ramilton, Isaac; Hill, Chas. D.; Hucker, J.;
Healy, Chas. T.; Holbrook, Geo; Humphrey, S. D.
J-Jordan, Franz; Jacoby, S. E.
L-Lathe, F. T.; Levy, Ben (3); Louis, P. H.; Louis,
Wm.; Laughery, A. W.; Libbie Frank; Lyon Geo.
M. (2). M-Milton, J. W.; Morney, Ed. Morton, J. G.; Montgomery, Jamie; Moore, John H.; Murrier, John: Myers, Albert. O-Ortman W. A. P-Parsons, A. A.; Perkins, J. A.; Ptozkih, Simon; 2): Pinkhiser, Dr. W. J.; Parsons, H. E.; Phillips, R-Roesnor, B. M.; Ramsden, Robert, S-Schmidt, Eugene, Smith, Frack S.; Stilwagen, T. B.; Sleeth, O. M.; Steers, John N.; Stott, Chas.; Sutter, C. J. T-Thayer, A. D.; Thompson, W. H.; Thompson, Wm. J. H.; Tinder, Jimie; Tingel, Nutan. V-Voris, George Ashley.
W-Weatch, Patrick; Williams, Haley; Werner,
Johnsthan; Wintersmith, Gib: Woodgate, T.

E. P. THOMPSON, P. M.



In order to be healthy, this is necessary. dex of a graduated instrument. 4. A genus of plants. 5. A masculine name. 6. Sovereignty. An existing being. S. An abbreviation. AUNT XOA.

NO. 3758-SYNCOPATIONS. 1. Syncopate yearly and leave to abolish. 2, genus of tropical plants, and leave a species of ruminating animal. 3. Clay, and leave an ex. terior covering to a seed. 4. A Turkish coin, and leave one who apes. 5. An assumed name, AUNT XOA. and leave an exclamation. [Answers in three weeks.]

Flag Raising. A flag was raised yesterday afternoon at the school-house at Mapleton with the patriotic incidents usual to such occasions. The children were under charge of Miss Howland and Miss Marthens, and Rev. Dr. J. G. Chaffee delivered the address.



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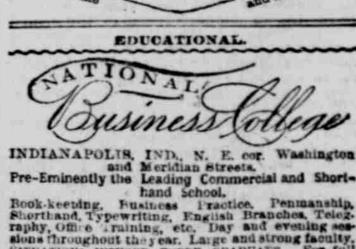
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